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NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS.

TECHNICAL MEMORANDUM 18

ABSTRACTS FROM THE GERMAN TECHNICAL PRESS:
RATES FOR FLIGHTS ORGANIZED BY THE STATE: 7

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ABSTRACTS FROM THE GERMAN TECHNICAL PRESS.

RATES FOR FLIGHTS ORGANIZED BY THE STATE.

In regard to aerial transport on the order of Government authorities, the following tariff was drawn up by the State Ministry of Transport (State Department for Air and Power Transport) in collaboration with the State Finance Department, in agreement with the firms incorporated in the Association of German Aircraft Manufacturers by the Convention of Aerial Transport Companies. The tariff itself constitutes the regulations by which the firms below listed are obligated for the time being. Flight orders under no special agreement are to be considered as contracts limited by the terms stated in the tariff.

Directions for the utilization of the airplanes in question will be issued by the State Finance Department, according to arrangement with the interested parties.

The (Company) hereby pledges itself to furnish airplanes - with due reference to the possibilities of such machines - on the order of State and National authorities, for aerial transport (State flights) under the following conditions:-

1. Orders issued by the Government to take precedence of all others; such orders to be delivered in writing.
2. Airplane, pilot and crew to be provided as for ordinary transport purposes. If an observer be required by the party giv-

ing the order, or due to the nature of the journey, special compensation must be made for such services.

3. The party giving the order may utilize the full load capacity; should it not be utilized, other cargo may be carried on board with his consent.

4. The return flight must be paid in full to the starting port, even when the full load capacity is not used by the party in question. The same applies to any flights required to be made without any load.

In the case of flights made without a load, other loads may be carried with or without the consent of the party ordering the flight. Sixty per cent of the amount received for such utilization of the airplane shall be credited to the Company in question.

5. The party hiring the airplane may request that landings be made only in places considered suitable by the pilot of the machine.

6. Fuel must be supplied by the party hiring the airplane.

7. Payment will be made according to the number of kilometers flown, an additional 10% being charged for a minimum distance of 20 km., however, on the number of kilometers covered in excess of the route shown on the map. The minimum extra charge for 20 km. includes the cost of the first ascent and the first landing; for any succeeding landings made by request of the passenger, an extra charge, as for 20 km., will be made for each landing and climb, counted together.

Deviations from the prescribed route, as well as intermediate landings made by request of the passenger, will be included in the scale of charges made.

The charges are as follows:

Mail airplane, old type, with one engine,	12 Marks per kg.
Seaplane, " " " " " "	13 " " "
Giant airplane " " " two engines,	19 " " "
Land transport airplane, new " " one engine,	15 " " "
Sea transport airplane, new " " " "	16 " " "

8. Additional charges:

1. Services of an observer, 1.15 Marks per km.

2. For every landing made by special request outside an airdrome (that is, landings made on ground not exclusively reserved and duly kept as landing-places for airplanes): the charge for a flying course of 20 km., according to No. 7, without additional charge.

3. For every night spent away from the starting port by the airplane in the course of its work, a charge for 40 km. without extras, will be made according to paragraph 7.

4. For flights made by request over regions where fighting operations are going on, or where other risks are run, the charge made will be double the amount stated in par. 7, or as stated in par. 8, 1 - 3.

9. If an airplane should be ordered, but not utilized, a charge will be made for each day at the rate of 80 km. flown, according to par. 7, without extra tax, unless the order has been rescinded before 10 a.m. on the preceding day.

10. If the Company in question should be prevented through strikes or similar causes from executing the required flights, the airplane is placed at the disposal of the hiring party, who supplies his own personnel in that case. The following charges are made for every day included from the time of delivery to the time of the return of the airplane:

1. Payment for a course of 40 km. according to par. 7, without extra tax.
2. Half the amount - according to par. 7 - charged for the course flown.

11. The company in question undertakes the storage of fuel for flights on Government orders in accordance with the accommodation available and in taking all the customary measures for the safety and supervision of such fuel. Beyond this, it undertakes no responsibility.

The Company may not utilize the fuel otherwise than on behalf of the party storing it, with the exception that an amount not exceeding 20% of the quantity supplied may be temporarily used by the Company for its own purposes; with regard to consumption of the fuel, an account must be rendered at the conclusion of each order. When the contract lapses, any fuel left over after the deduction of the amount duly consumed must be immediately returned.

12. This tariff applies only to flights that can be executed in Germany in the interval between half an hour before sunrise and half an hour after sunset.

13. This contract can be terminated in writing within a period of four weeks.

14. In case of dispute concerning the contract, the matter must be brought before a court of arbitration called by the State Department for Air and Power Transport for decision, and the Company in question must be represented at the hearing of the case. Ordinary legal proceedings are then also available.

LIST of the firms incorporated in the Association of German Aircraft Manufacturers at the Convention of Aerial Transport Companies:

1. ALBATROS COMPANY FOR AIRPLANE UNDERTAKINGS, Ltd.
Berlin-Johannisthal Aerodrome.
2. AUTOMOBILE AND AVIATION JOINT STOCK Co.,
LEIPZIG-Reiterblick.
3. BAVARIAN RUMPLER WORKS Joint-Stock Co., Augsburg.
4. CASPAR WORKS, Ltd., Travemünde-Priwall.
5. GERMAN AERIAL NAVIGATION Co., Ltd., Berlin, N.W. 7.
6. German AIRPLANE WORKS (in liquidation) Ltd.
Sommerstr. 4, Berlin, N.W. 7.
7. HANNOVERSCHE WAGGONFABRIK, Joint-Stock Co.,
Hannover-Linden.
8. KONDOR AIRPLANE WORKS, Ltd.,
Nordhausen HARZ.
9. SCHUETTE-LANZ Airplane Factory,
Mannheim Rheinau.

10. AIRPLANE AND AIRCRAFT Co., Ltd.,
Kleiststrasse 8, Berlin W. 62.
11. LLOYD AERIAL TRANSPORT SABLATNIG, Ltd.,
Bellevuestr. 5 a, Berlin W. 9.
12. AERIAL TRANSPORT COMPANY, Artur Müller,
Gross Berliner Damm 102-104, Berlin Johannesthal.
13. ROLAND MACHINE FACTORY, Ltd.,
Rognitzstrasse, Kaiserdamm, Berlin Charlottenburg.
14. RUMPLER WORKS Co. (in liquidation)
Potsdamerstrasse 36, Berlin W. 35.
15. ZEPPELIN WORKS, Ltd.,
Staaken bei Spandau.

The underlined firms were in possession of airplanes on January 15, 1921.

(Translated from "Nachrichten für Luftfahrer," Vol.2, No.4.)

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